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POR T OF PICTOU.

ULES AND REGULATIONS

FOR THE

overnment of the Port of Pictou, Nova Scotia,
and of the office of Harbor Master
for the said Port.

APPROVED BY HIS EXCELLENCY THE
GOVERNOR GENERAL IN COUNCIL
ON THE 4TH DAY OF AUGUST,
A. D., 1873.

WILLIAM HARRIS, Printer, Pictou.

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RULES AND REGULATIONS

FOR THE

Government of the Port of PICTOU.

ANCHORAGE.

Rule 1.—All vessels coming to anchor in the Channel of the Harbor between the Lighthouse and the turn of the Channel at the entrance of the East River, shall anchor either on the North or South side of the Channel, so as to leave a free passage in the centre of the Channel for vessels to pass in and out of the port.

ANCHORING CONTRARY TO REGULATIONS.

Rule 2.—All vessels anchoring contrary to the foregoing regulations or anchoring in either of the rivers so as to obstruct the free navigation thereof, or so as to obstruct the landing at any of the wharves shall remove immediately on being requested so to do by the Harbor Master or his Deputy, duly appointed; and the Master, Pilot, or other person in charge of any vessel coming to an anchor, shall give to any vessel at anchor a clear berth.

Rule 3.—No vessel shall anchor on the flats to the eastward between the Public Wharf, and and a line drawn from the south-west corner of Fraser's Wharf to the Ballast Wharf; and elsewhere, on the north side of the Harbor one hundred fathoms shall be left clear between vessels at anchor and the wharves.

IN CASE OF DISPUTE.

Rule 4.—In case of any dispute arising between masters, owners, or other persons engaged in hauling ships or vessels in or out of the docks or wharves, it shall be the duty of the Harbor Master, if called upon to give such directions in respect to the same as he may think fit; and all masters, pilots, or other persons having the charge or command of any ships or vessels shall comply with the directions of the said Harbor Master or his Deputy in these respects, under the penalty of twenty dollars for each and every neglect or refusal to do so.

HARBOR MASTER TO DIRECT MOORING.

Rule 5.—If any ship or vessel arriving and anchoring, or being moored or fastened to any wharf or vessel, in the said Harbor, shall be so moored and placed as to be unsafe and dangerous to any other ship or vessel previously lying at anchor in the said Harbor, or moored or fastened as aforesaid, the said Harbor Master or his Deputy is hereby authorized and required to forthwith order and direct the situation of such

ship or vessel, or fastened in a manner safe and the charge of the order or his Deputy of twenty dollars.

Rule 6.—If any ship or vessel be removed from this by the Harbor Master, his hands to assist in the removal as may be necessary for such vessel.

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Rule 7.—If any ship or vessel be so moored or placed as to be unsafe and dangerous to any other ship or vessel previously lying at anchor in the said Harbor, or moored or fastened as aforesaid, the said Harbor Master or his Deputy is hereby authorized and required to forthwith order and direct the situation of such

Rule 8.—If any ship or vessel be so moored or placed as to be unsafe and dangerous to any other ship or vessel previously lying at anchor in the said Harbor, or moored or fastened as aforesaid, the said Harbor Master or his Deputy is hereby authorized and required to forthwith order and direct the situation of such

ship or vessel so arriving and anchored, moored or fastened as aforesaid, to be altered in such manner as to prevent such insecurity and danger; and the master, pilot or other person having charge of such ship or vessel shall comply with the orders and directions of such Harbor Master or his Deputy in this respect, under the penalty of twenty dollars for each and every offence.

SHORT HANDED.

Rule 6.—Whenever it shall happen that any ship or vessel is short of hands so that she cannot be removed when ordered under the provisions of this by-law, it shall and may be lawful for the Harbor Master to employ a sufficient number of hands to effect such removal, and to remove or assist in removing, such vessel as required, or as may be necessary, and that at the expense of such vessel.

DISCHARGING BALLAST IN LIGHTERS.

Rule 7.—All ships or vessels loading or discharging in the stream, coals, ballast or such like materials, shall have a sufficient piece of canvas or tarpaulin, so placed as to prevent any portion thereof from falling into the Harbor, under a penalty of twenty dollars for each and every offence, to be paid by the owner, master, or other person in charge of such ship or vessel.

Rule 8.—Whenever the Harbor Master shall find ships or vessels at the wharves with main

jib or spanker booms rigged out so as to incommodate other vessels, it shall be the duty of the Harbor Master to direct such to be rigged in, and in the event of non-compliance, all accidents to the same shall be at the risk of the persons so offending.

WATCHMAN.

Rule 9.—No vessel shall be left without some person to take care of her by night and by day when anchored in the stream.

LIGHTS.

Rule 10—All vessels lying at anchor in the Harbor shall keep a clear and bright light burning at least six feet from the uppermost deck from sunset until sunrise.

TOW LINES.

Rule 11.—No vessel lying in the stream shall have any tow line, hawser or thing made fast to any wharf or to the shore except for the purpose of hauling in or out.

FIRE.

Rule 12.—No boat or vessel which may come into any of the slips, or to any pier or wharf, laden or partly laden with hay or straw, shall have any fire on board the same, under the penalty of eight dollars, to be paid by the owner or master or other person having charge of such boat or vessel.

BALLAST.

Rule 13.—No ballast, stone, gravel earth, or

rubbish of any kind, deposited in any vessel, boat, or other manner on or near the beach part of the shore thereof, between high and low water, for forty dollars to be paid by the master or having charge of any other craft from which such shall have been thrown, or persons violating any of the rules.

Rule 14.—No vessel shall be allowed to be in the harbor or to enter the same, with any rubbish of any kind, excepted out of the ship or vessel, or entrance thereto, and set apart for the purpose, under a penalty of eight dollars for every offence, or for any other person having charge of such vessel.

Rule 15.—In repairing of any vessel in the Harbor, care must be taken to have the compartments of the vessel free from large stone ballast.

rubbish of any kind shall be unladen, discharged, deposited, thrown, or laid either from any vessel, boat, scow, or other such craft, or in any other manner, or by any person from any part of the beach or shore of the Harbor, into any part of the Harbor, or upon the beach or shore thereof, either below low-water mark, or between high and low water, under a penalty of forty dollars for each and every offence, to be paid by the owner or owners, master or person having charge of any vessel, boat or scow or other craft from which such matter as aforesaid shall have been discharged or by any person or persons violating this law.

BALLAST.

Rule 14.—No ballast, stone, gravel, earth or rubbish of any kind shall be unladen, cast, or emptied out of or thrown overboard from any ship or vessel whatever in the Harbor, or at the entrance thereof, except in places which may be set apart for that purpose by the Harbor Master, under a penalty of eighty dollars for each and every offence, to be paid by the owner, master, or other person having charge of any such ship or vessel.

WHARVES.

Rule 15—In the construction, building or repairing of wharves within the limit of the Harbor, care must be taken that all the outside compartments of said wharves shall be filled with large stone ballast, and the inside compartments

with such materials as shall not be liable to wash out into the Harbor, and the owner or builder violating this rule shall be liable to a fine of twenty dollars, and each repeated violation after written notice from the Harbor Master shall be considered a new offence.

EXPLOSIVE MATERIAL.

Rule 16.—No explosive material whatever such as nitro-glycerine, or compounds of the same, or petroleum, shall be landed on the north side of the Harbor without permission, but they may be landed in such quantities as shall be stated in writing by the Harbor Master.

GUNPOWDER.

Rule 17.—If any ship or vessel arriving and coming into the Harbor (those belonging to or employed by Her Majesty and the Government of the Dominion excepted,) shall have any gunpowder on board exceeding the quantity of twenty-five pounds, such gunpowder exceeding that quantity shall be unloaded and discharged from such ship or vessel within forty-eight hours after her arrival, and before such ship or vessel shall be brought alongside of any pier or wharf, under the pain of forfeiture of such gunpowder, and under the penalty of forty dollars for each and every offence, to be paid by the owner or owners of such ship or vessel, or by the master or person having charge or command thereof.

GUNPOWDER.

Rule 18.—Whenever any gunpowder is dis-

charged from Harbor, the s a boat or boat for the depos conveyance su with a tarpaul the penalty of offence, to be such gunpowd of such convey

Rule 19.— received on board sea (those belonging to Her Majesty and the Government of Canada excepted,) shall be and shall remain until such time as the Custom House, with the knowledge of the Harbor Master, that gunpowder is to be removed to the said port, (or to any other port,) under the care of the master or owners of such ship or vessel, or by the master or person having charge or command thereof.

charged from any ship or vessel in the said Harbor, the same shall be conveyed by water in a boat or boats to some safe and secure place for the deposit of gunpowder, during which conveyance such gunpowder shall be covered with a tarpaulin or other secure covering under the penalty of twenty dollar for each and every offence, to be paid by the owner or owners of such gunpowder, or by the person having charge of such conveyance.

GUNPOWDER.

Rule 19.—No gunpowder shall be taken or received on board of any ship or vessel bound to sea (those belonging to or employed by Her Majesty and the Government of the Dominion of Canada excepted,) while such ship or vessel shall be and shall remain at any pier or wharf, and until such ship or vessel shall be cleared at the Custom House and ready for sea, except with the knowledge and consent of the said Harbor Master, in which case as soon as the gunpowder is on board, the vessel shall be removed to the stream (wind and weather permitting,) under the pain of forfeiture of such gunpowder, and under the further penalty of forty dollars for each and every offence, to be paid by the owner or owners of any such ship or vessel into which such gunpowder may be so received contrary to the true intent and meaning hereof, or by the person having charge or command of

such ship or vessel, and that when it is intended to take or load any gunpowder on board of any ship or vessel lying in the said Harbor the same shall be conveyed by water to such ship or vessel, during all which conveyance such gunpowder shall be covered in the manner hereinbefore mentioned, under the penalty of twenty dollars for each and every offence, to be paid by the owner or owners of such gunpowder, or the person having charge of direction of such conveyance.

GUNPOWDER.

Rule 20.—All gunpowder forfeited under and by virtue of this law shall and may be seized by the Harbor Master or person deputed by him, and when seized shall be conveyed to and deposited in some safe and secure place without the limits of the Town of Pictou, and upon conviction of the offender the said Harbor Master or his Deputy, shall and may and is hereby authorized and empowered, within three days after such conviction, to sell such gunpowder by public auction by sample, and the proceeds of such sale after deducting the necessary costs and charges of prosecution and sale shall be paid by the said Harbor Master to the credit of the Receiver General of the Dominion of Canada.

PENALTY.

Rule 21.—The penalty for violation of or not conforming to the provisions of the law, and for

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disobeying the lawful orders or directions of the Harbor Master or his Deputy, in respect of any provision for which no penalty is hereinbefore prescribed shall be twenty dollars to be imposed upon the owner or person in charge of the ship or vessel not conforming to the particular requirements.

WHARFINGER AND WHARFAGE.

Rule 22.—The Commissioners shall appoint a wharfinger who shall have power to carry into effect the following regulations respecting the management of the public wharf: To control and direct the depositions of vessels lying at the same; collect all moneys arising from the wharfage dues and fines to be paid over to the Commissioners to be by them expended for the general purposes of the wharf, and the Commissioners may dismiss or suspend the wharfinger at any time on good and sufficient grounds and may appoint another in his place.

Rule 23.—No Master or any person having charge of any ship, vessel or lighter shall haul alongside said wharf unless by permission and under the direction of the wharfinger.

Rule 24.—All vessels under such direction landing ballast or rubbish on the wharf shall use shoots or tarpaulins, and shall remove said ballast or rubbish within twenty-four hours after landing, under a penalty of five dollars, to be paid by the master or person having charge of such vessel, and every additional twenty-four hours,

during which such removal shall be neglected shall be considered a new offence.

Rule 25.—All Masters or persons having charge of any ship or lighter lying at the wharf and not at the time discharging or taking in ballast or cargo, on being notified by the wharfinger either to shift his berth or remove from the wharf shall do so within one hour after such notice if afloat, or within twelve hours after such notice if the vessel is aground. The penalty for neglecting to do so shall be ten dollars, and every additional six hours shall be considered a new offence.

Rule 26.—Vessels occupying any part of the wharf (with consent of the wharfinger) for repairs or other purposes than loading or unloading ballast or cargo shall pay one dollar per day wharfage if over one hundred and fifty tons, and fifty cents per day for vessels under one hundred and fifty tons.

Rule 27.—All goods or cargo landed on or shipped from the wharf, shall pay wharfage at the following rates viz., for every barrel, bulk, 1 cent; for every four bushels of farm produce 1 cent; for every ton of salt in bulk, 5 cents; for every ton of coals 5 cents for every ton of bar or bolt iron or iron castings, 10 cents; for every 1,000 feet of lumber, 10 cents; for every 1,000 shingles 2 cents; for every ton of ballast landed and carted from the wharf 5 cents—vessels lying at the wharf taking in or discharging cargo or ballast into or from any

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vessel or lighter alongside shall pay half wharfage for such cargo or ballast so shipped or discharged and all cargo landed and reshipped without having been removed from the wharf shall pay half wharfage in addition to the wharfage or landing.

All wharfage to be paid by the consignee of the goods so landed; and the Master or person having charge of such ship or lighter shall furnish the wharfinger with a freight list of the cargo, and failing to do so he shall be held personally liable for such wharfage and may be sued for it in the same manner as if he were the actual consignee, owner, or shipper of the said goods or cargo.

Rule 28.—All vessels using the wharf for the purposes of landing or taking on board passengers and goods shall pay in addition to the wharfage rates of goods so landed or laden two dollars for each time the wharf is used for such purpose.

Rule 29.—The wharfinger shall furnish the Master of every vessel coming to the wharf with a printed copy of the foregoing regulations.

(Signed) R. P. GRANT,
J. A. GORDON,
JAS. D. McGREGOR, } *Commissioners.*

JOHN GUNN, *Harbor Master.*